

CHRB NEWS & REVIEW

NEWSLETTER OF THE CALIFORNIA HORSE RACING BOARD

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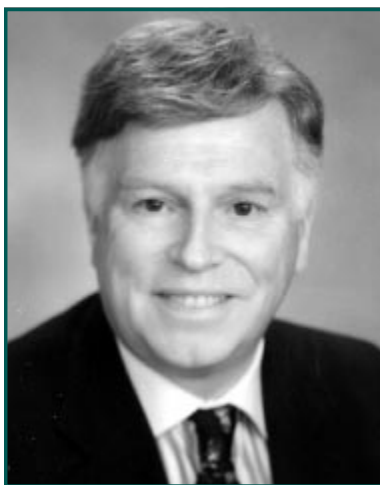
ISSUE 13

COFFEY HAS A TASTE FOR RACING

Jack Coffey is a hard-nosed realist to those who deal with him around the State Capitol, but at heart the CHRB racing commissioner is a dreamer when it comes to owning horses.

"It goes back to my high school days and beyond in New York City when I went to Aqueduct, Belmont, Yonkers, and the old Freehold track," explained Coffey. "I always dreamt of owning racehorses – probably bigger dreams than could ever come true – but I guess dreams are what keep us going."

Some 35 years later, Coffey is leading a dream life. When he's not in Sacramento dealing with legislative con-



JACK COFFEY

cerns for Chevron Corporation (his employer since 1979), Coffey is often traveling around the country or perhaps even around the world to exotic locations.

He was appointed to the CHRB this year by Governor Pete Wilson, providing Coffey with a strong voice in the affairs of the California horse racing industry.

And though he might not ever attain the dream stable he envisioned in his youth, Coffey, at age 55, has enjoyed himself through the years while racing a small stable of modest horses in West

(Continued on page 11)

MESSAGE FROM THE EXECUTIVE DIRECTOR

T*o a greater degree than ever, I'm extremely optimistic about the future of horse racing in California. The reason for my increased optimism is the passage of SB 27.*

Beginning January 1, the new law will infuse our industry with about \$40 million in badly needed revenue for purses, track commissions, breeder and owner awards, and simulcast locations. (Our CHRB staff explains this distribution in greater detail on pages 6 and 7 of this newsletter.)

Additionally, SB 27 provides for limited full-card simulcasting, allowing industry representatives to decide, by committee, the best wagering programs to offer racing fans in California.

In other words, SB 27 gives us many opportunities to get California racing back on track. We have a chance to make many changes for the better.

But guess what? Along with these opportunities comes a greater responsibility for the industry to make certain our house is in order.

First and foremost, we must protect the integrity of our sport, because without integrity we have nothing.

We need to give fans what they want and deserve by offering attractive simulcast cards and making the racing experience more customer-friendly.

We have to come up with ways to equitably distribute the revenue from SB 27 to boost our breeding industry, attract full fields, and get owners back into racing.

In short, we've got to work together to make the most of what SB 27 has to offer; because, really and truly, opportunities like this simply don't come around very often. The responsibility is ours to make it work out.

I was impressed by the enthusiasm and unity the industry displayed in support of SB 27. We will need to maintain that same intensity and spirit of cooperativeness as we work together to achieve new goals.

Roy C. Wood, Jr.
Roy C. Wood, Jr.



IN THE GOLDEN STATE

LEGISLATIVE UPDATE



By Jacqueline Wagner
CHRB Staff

The 1998 legislative session will be remembered as the year tax relief for California horse racing became a reality with the passage of SB 27, which was carried by racing's good friend, Senator Ken Maddy. SB 27 was one of eight bills significantly related to racing that were signed by Governor Pete Wilson.

The following Statutes of 1998 will become effective on January 1, 1999:

SB 27 — Chapter 335 reduces state license fees for wagers on thoroughbred races. Additionally, changes to simulcasting allow thoroughbred tracks and facilities to bring in full cards (before 7 p.m.) from anywhere in the country, provided that imported races do not exceed 20 per day when live racing is conducted, nor overall exceed the total number of thoroughbred races on which wagers were accepted in 1998.

SB 28 — Chapter 516 (Maddy) removes the requirement that off-site stabling facilities be at auxiliary facilities of licensed racing associations.

SB 29 — Chapter 619 (Maddy) permits fairs conducting live race meetings in the northern zone to allow a joint powers authority to administer and distribute purses, and allows fairs to contract with sponsors in promotional programs.

SB 2007 — Chapter 161 (Senator David Kelley) removes “generating public funds” as a purpose for racing in California and, instead, declares “supporting the network of California fairs” as a purpose.

AB 1083 — Chapter 57 (Assembly Governmental Organization Committee, Valerie Brown, Chairwoman) eliminates a sunset provision where the San Mateo Fair is authorized to distribute and accept wagers from out-of-zone on its races and those conducted at Humboldt County, and eliminates the sunset provision on the extra takeout for administrative purposes.

Three bills were signed by the governor as urgency bills and became effective during the year. They are:

SB 44 — Chapter 12 (Maddy) mandates that 10 percent of thoroughbred and quarter horse stakes purses be dedicated to respective Cal-bred restricted stakes races, and provides that an amount equal to 10 percent of the first-place money won by a Cal-bred horse be paid as a premium to the owner.

SB 103 — Chapter 10 (Maddy) directs 1.75 percent of

purses to membership dues in the National Thoroughbred Racing Association (with any remainder reverting to purses) and gives the Thoroughbred Owners of California discretion over joining or withdrawing from the NTRA. The bill also creates a bonus program for the owners of Cal-bred standardbred horses for specified harness races.

AB 546 — Chapter 32 (Assemblyman Richard Floyd) redefines the term “eligible quarter horse sire” to require the sire to be present in this state for specified periods, and provides that money deposited to the official registering agency for the benefit of breeders be distributed on a pro-rated basis, with any underfunding to be taken from the owner and stallion award pools pursuant to a specified ratio.



CALENDAR

NOVEMBER

- 11 – Hollywood Park fall meet opens in Inglewood.
- 18 – Golden Gate Fields meet opens in Albany.

DECEMBER

- 4 – CHRB monthly meeting in Los Alamitos.
- 26 – Los Alamitos harness meet opens.
- 26 – Santa Anita Park meet opens in Arcadia.

JANUARY

- 21 – Bay Meadows meet opens in San Mateo.
- 22 – CHRB monthly meeting in San Mateo.

THE EQUINE PRESCRIPTION

FROM THE DESK OF THE CHRB
EQUINE MEDICAL DIRECTOR



DR. RON JENSEN

THE EFFECT OF HIGH-INTENSITY EXERCISE ON RACING INJURIES

UC Davis researchers have developed important information that will be useful to those designing training and racing programs for racehorses. Their research at the J.D. Wheat Veterinary Orthopedic Research Laboratory studied the effect of high-intensity exercise on racing injuries.

Specifically, they evaluated the relationship between intensive training-racing and the likelihood of sustaining a catastrophic (fatal) musculoskeletal injury and the likelihood of having a lay-up of 60 days or longer from racing.

They determined that a catastrophic musculoskeletal injury was four times more likely to occur after a period of high-intensity training and racing than after other periods of time in a horse's career.

They also found that of all the horses studied, 57 percent had at least one lay-up. Total lay-up time ranged from 60 to 635 days for these horses. (Most horses had more than 150 days.) A lay-up was five times more likely to occur after a period of high-intensity training and racing.

Interestingly, relative risk for skeletal fracture was not significantly higher for 2-year-olds than for older horses, nor was it higher for 3-year-olds that started their careers at the age of 2 as opposed to starting at the age of 3.

For purposes of this research, high-intensity training and racing was defined as an accumulation of 43 or 44 furlongs of official works and races during a two-month period for 2-year-olds and 3-year-olds and 46 or 47 furlongs for 4-year-olds and up. Information concerning training and racing was obtained from official racing publications.

The number of furlongs traveled at racing speeds during officially recorded works and races for two-month periods were used as indicators of training intensity for 214 thoroughbred horses that sustained a catastrophic musculoskeletal injury from 1990 to 1992. All of these horses were racing or training at California's racetracks and training

centers and were part of the CHRB/California Veterinary Diagnostic Laboratory System's award-winning post-mortem program.

Bone is a unique material that constantly undergoes changes or remodeling in response to the amount of load or stress that it is subjected to by exercise. If skeletal microdamage is accumulated during the course of an especially

demanding exercise program, the adaptive skeletal response begins to produce cells called osteoclasts. The function of osteoclasts is to remove old bone to make way for new bone production. Consequently, remodeling bone will undergo a transient period of osteoporosis.

Microdamage eventually coupled with osteoporosis

will most likely result in a period of time during which skeletal structural integrity is compromised before the damaged bone can be repaired and strengthened. Periods of demanding racing and training schedules may overwhelm the repair and adaptation process and may result in catastrophic musculoskeletal injury.

Concerning another research project that was mentioned in a previous issue of this newsletter, the on-track data collection portion of the "Injury and Lameness Identification and Prevention Study in Thoroughbred Racehorses" has been completed.

The data collected on 230 horses will be analyzed during the next two years to detect training and horseshoeing factors that interrupt routine training schedules. Additional data will also be collected on the racing histories of the horses examined in the study.

This study is being conducted by a team led by Dr. Sue Stover at Davis. The researchers are very appreciative of the efforts of the 46 participating trainers and their staffs.

"Interestingly, relative risk for skeletal fracture was not significantly higher for 2-year-olds than for older horses, nor was it higher for 3-year-olds that started their careers at the age of 2 as opposed to starting at the age of 3."

Dr. Ronald Jensen



Horseshoes Is Not a Game Where License Is Concerned

Horseshoeing can and does have a significant impact on the performance and safety of racehorses. CHRB Assistant Executive Director Roy Minami explains the examination procedure used by the Board for determining the knowledge of applicants and issuing licenses to qualified farriers in the racing industry.

Anything that impacts the performance, health, or safety of a racehorse is of primary concern to the California Horse Racing Board.

By that standard, the licensing of racetrack farriers is among the Board's highest priorities because improper shoeing can lead to poor performance and needless injuries or even the death of racehorses.

CHRB Rule 1504 (Qualifications for License as a Farrier), which was adopted by the CHRB and became a regulation in 1994, authorizes an examination procedure that establishes minimum standards for racetrack horseshoers.

The first such examination was administered in 1994 at Los Alamitos Race Course during the quarter horse meet. These examinations are typically given in February and October in Northern California and April and October in Southern California.

Jack Williams, an associate steward, acts as the proctor for the examination in Southern California while Kenneth Kirkman, a senior investigator, oversees the process in Northern California.

The examination consists of both written and practical sections. The written portion consists of 50 multiple-choice and true-and-false questions. An applicant must score at least 80 percent on the written test to be eligible for the practical examination.

The written section tests an applicant's knowledge about the anatomy of the horse's legs and feet, corrective shoeing measures, the identification of ailments, and other matters considered essential for a racetrack farrier to know.

The practical examination tests an applicant's competency in hoof preparation, shoe preparation and fit, nailing, clinching, and finish.

The judges for the practical exam are licensed farriers, trainers, and official veterinarians.

With the judges looking on, the applicant is required to make two front shoes to a pattern, one from straight bar stock, to be turned and shaped to a pattern; nail holes must be punched, toe grabs braised in, and the bar welded.

The other requirement involves an aluminum bar shoe made from a race plate, welded with aluminum flux core welding rod or any other solid aluminum weld.

The examinee also is required to draw side clips from a steel race plate, draw a toe clip on an aluminum shoe, and



A PERFECT FIT! — Applicant Michael Lynn successfully demonstrates his knowledge of shoeing and earns a farrier's license from the CHRB.

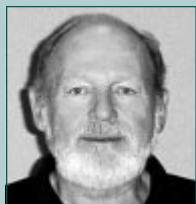
shoe a pony or racehorse with an aluminum shoe, regular toe or Queensplate.

Since the implementation of the farrier examination, 26 applicants have participated and nine of those successfully passed both portions of the exam to obtain a CHRB farrier's license. Of the remaining applicants, 14 have passed the written portion and are working toward passing the practical examination.



***Please help us enforce
California's racing rules.
Call (800) 805-7223 to
report any violations.***

BE OUR GUEST...



The California Horse Racing Board believes the best way to regulate an industry is to be fully informed. The CHRB regularly solicits input from the public and the horse racing industry, and this guest editorial page is one more forum for that purpose.

This guest editorial is provided by Alan Landsburg, a movie and television producer who owns thoroughbred racehorses and contributes his talents to the racing industry. He helped form the Thoroughbred Owners of California, serves on the Board of You Bet Inc., and is a member of the advisory committee to the CHRB's Simulcast Operations Committee.

If Santa Claus is out there, here's my list for California's Racing Industry as the penultimate year of the 20th Century begins.

Let's embrace the new technologies that are at hand, and put them to work revitalizing the wondrous sport called horse racing.

Satellite broadcasting and cable-wired homes provide a plethora of signals. Home entertainment centers abound with sophisticated data processing equipment attached. DVD is on its way to enliven every screen. The Internet is here to stay.

Let's see how many ways the NEW MEDIA can be put to use, so that racing can renew its glory days.

SATELLITE AND CABLE

We have to show the excitement that is possible. Random, sports-oriented program production is OK for the fan educated in the language of racing. Wouldn't it be wonderful to have a consistent, full-card, combined North and South racing program, ENTERTAININGLY PRODUCED, whose design is to encourage new fans by using plain old English that translates the terminology of racing into understandable terms. And a place for it to be seen in cable and satellite broadcasting, if we're willing to pay the price, to parade our wares. In short, to expose racing in ways that MAKE NEW FANS.

HOME ENTERTAINMENT CENTERS

The CD is a weapon. It can be leveled at audiences by mail. All kinds of mail. It can carry the how, where, when, and what kind excitement racing can be. So let's create it and send it out in the mail: E-mail, Post Office mail, or even special delivery. We should get the word to those who might swell the thinning ranks of today's fans.

NTRA is a hopeful voice using new media and highlight

races to encourage track attendance. Bravo. A salute to TOBA for its America's Day at the Races (however the media failed them). Their effort produced fans at 22 tracks across the country. The only problem is they are generally preaching to the standing choir of fans. Our focus should be on the New Fan.

CENTRALIZATION

Centralizing the information outflow has taken its first step toward realization. But more is needed. Focus must be given to common interest at all levels of activity. Notwithstanding the separate and unequal interest of individual racing associations, gathering forces and marshaling common effort is the road to both survival and growth. However diverse the interests, if we do not come together in common cause, success will remain beyond reach.

OUTREACH

If we can make racing a television staple, the next, most obvious step is to make wagering available on a wider basis: A direct, available link from fans, wherever they may be, to the operating track, using any of the new technologies — computer, telephone, fax, or linked stations standing beside lottery machines wherever they are installed.

SUMMARY

Racing feeds a \$3-billion industry in California. It shouldn't be treated as a shabby sister, hidden under a blanket of laws that mask its beauty, excitement, ability to reach new fans, and thus achieve its deserved place at the pinnacle of American racing.

Many of these thoughts were incorporated in a series of recommendations made to the CHRB by a representative, industry-wide committee. My wish is for a start of implantation of the Committee's suggested action.

SB 27 SPELLS :

On Friday, August 21, 1998, Senator Ken Maddy announced that Governor Pete Wilson had signed SB 27, a major license-fee relief bill for the horseracing industry in California. CHRB staff members John Reagan and Dick Gonzalez analyze the bill, its history, and its impact on the industry.

SB 27 provides for three key changes to the California Horse Racing Law by:

- **Reducing license fees by approximately 50 percent from fees assessed in 1997;**
- **Authorizing funding for a statewide marketing organization; and**
- **Allowing for full-card imports from other states.**

The first and most important aspect of SB 27 is the reduction in license fees, or taxes, collected by the State from wagers placed by racing patrons. License fees have been a part of horse racing since the passage of the horseracing initiative in 1933, and since then have generated more than \$4 billion in State revenue.

License fees have been adjusted regularly to address the changing needs of the industry. For the first ten years of pari-mutuel wagering in California, license fees stayed at about 4 percent of the handle, but from then on were gradually adjusted upward until fiscal year 1977-78, when fees hit an all-time high of 8.5%.

License fees again dropped to the 4% range and below by 1992-93. However, California license fees still were among the highest in the United States, so in 1997 the Legislature and governor approved SB 2000, which reduced license fees somewhat and split the savings between the racetracks and horsemen. This was the forerunner to the most significant tax reduction for any industry in the State of California.

Because of SB 27, future years will find the racing industry paying license fees equal to one-half of fees paid in prior years, the equivalent of \$40 million in 1997 fees.

The projected \$40 million will benefit a number of racing entities: Beginning in 1999, purses will increase by over \$16 million, track commissions will jump almost \$14 million, breeders and owners awards will increase by \$2.2 million, satellite wagering locations will see an additional \$2 million, and simulcast organizations will receive over \$3 million to cover additional costs of the expanded simulcast program.

STATEWIDE MARKETING

The second key part of SB 27 is its authorization of funding to establish an industry marketing organization for thoroughbred and fair racing.

The new law allows the formation of a private, statewide marketing organization to market and promote thoroughbred and fair horse racing. The law requires membership in the new organization to consist of six persons appointed by thoroughbred racetracks, the Thoroughbred Owners of California (TOC), and the California Authority of Racing Fairs.

The marketing organization will submit an annual report to the CHRB in which the statewide marketing and promotional plan is presented and explained, and the results of the previous year's efforts is analyzed. The report will also include an accounting of how the organization's funds were expended in implementing the marketing plan.

The law specifically notes that input shall be received from all industry participants and that an outside consultant may be utilized in developing the annual marketing plan.

SIMULCAST HISTORY

The third key component of SB 27 is the authorization of full-card import racing from other states.

The roots of this go back to 1985 when, in an attempt to offset declining track attendance and increase the handle, the racing industry and the State embraced the idea of satellite wagering on live racing, which came to be known as simulcasting — the live audio and visual transmission of races for the express purpose of accepting wagers from patrons at the off-track location.

Today, signals from the host tracks are received at 33 satellite venues within California, including other racetracks, fair sites, and some Indian reservations.

In the mid-90s, California racing went interstate and then international. By 1996, total handle increased to \$3.5 billion with 30% of the total handle coming from out of state.

FULL-CARD SIMULCASTING

In spite of these efforts, California attendance has continued to fall, along with its related handle, purses, and the number of horses available to race. SB 27 is the next step to finding solutions to turning around the downward trend.

The bill establishes a governing committee to oversee and further the intended effect of full-card importation of thoroughbred races into the state. The committee will be made up from members of thoroughbred and fair associations, with one representative from the TOC.

LICENSE FEE RELIEF

The committee's primary purpose will be four-fold:

- **Select the most attractive out-of-state or out-of-country thoroughbred races to be imported;**
- **Negotiate the lowest obtainable fees statewide;**
- **Maximize revenue from the sale of exported racing to other states in order to offset the cost of imported racing; and**
- **Comply with CHRB required standards for program information formats.**

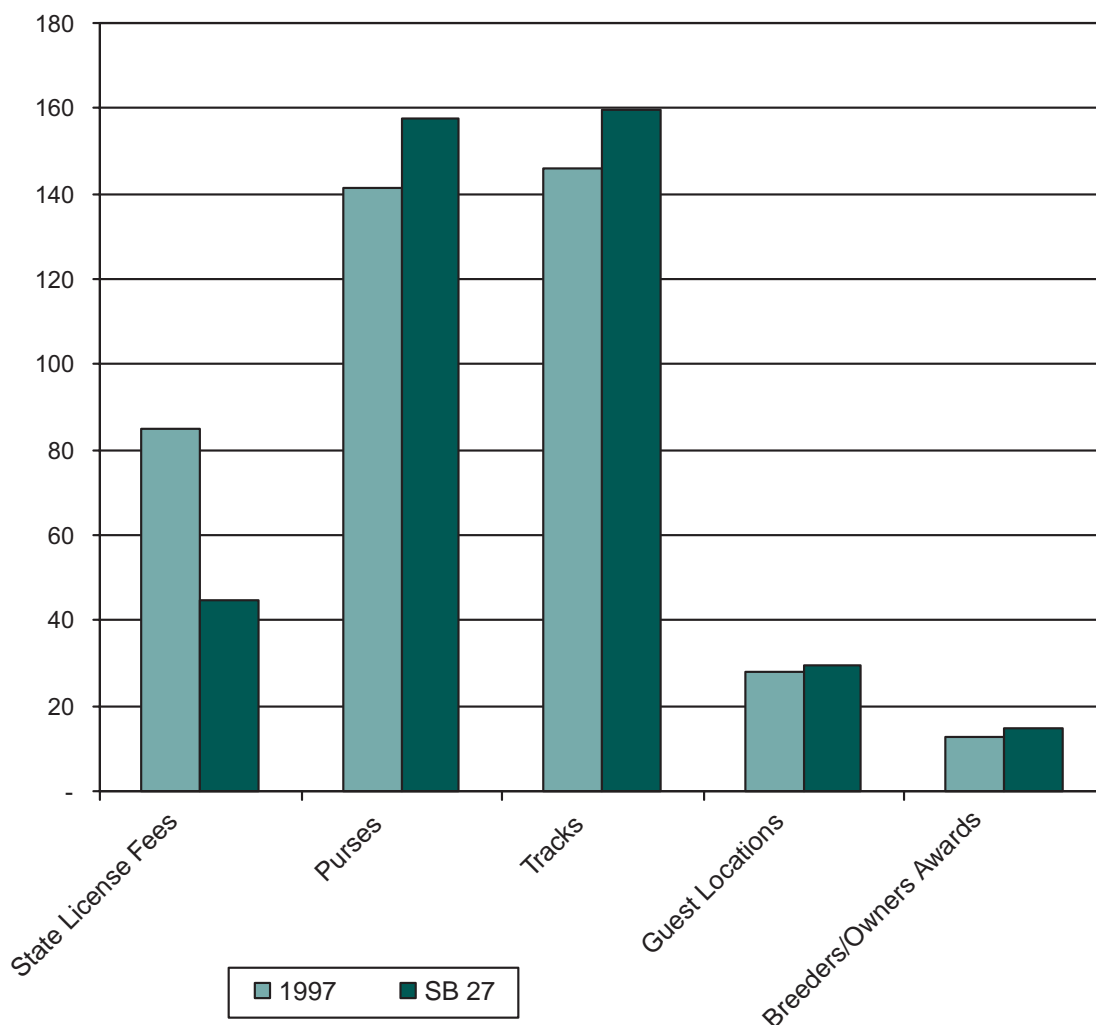
Furthermore, SB 27 establishes time limitations on the import of races, in that operating thoroughbred and fair associations cannot accept wagers after 7:00 p.m. on out-of-state or out-of-country races without the consent of the operating

night industry association. Operating night industry associations cannot accept wagers prior to 5:30 p.m. without the consent of the operating thoroughbred or fair association.

Effective January 1, 1999, SB 27 will offer the California racing industry its final challenge of the century. It offers both opportunity and peril. The opportunities will be in applying the new funds to purses and other industry purposes for the betterment of the entire racing industry. The peril will come from implementing the full-card import programs that have been both a boon and a catastrophe in other jurisdictions. Only time will tell if California can enjoy the benefits of SB 27 without also experiencing the potential downside.



IMPACT OF SB 27 ON DISTRIBUTION



Climb every mountain

By Jayne Fink

Whether it's participating in a fund-raising walk to benefit the American Cancer Society or climbing a huge mountain for the thrill of it all, CHRB Investigator Frank Fink is up to the challenge.

Last summer, 38-year-old Fink conquered Mount Rainier, which is considered the longest endurance climb in the lower 48 states. Each year about 10,000 climbers make the attempt, but only half succeed in reaching the 14,411-foot summit at the top of Washington's Cascade Range. Mount Rainier is the most extensively glaciated peak in the continental United States.

Six months prior to the scheduled climb, Fink, an experienced marathoner, embarked on a series of activities to build up his endurance even more. He joined the Sierra Club and participated in their Wilderness Training Course, which was part classroom and part actual climbing events. And he increased his regular routine of running 30 miles a week up to 50 miles a week.

With that kind of foundation, his walk through Griffith Park for the American Cancer Society was...well...a walk in the park. He participated in the walk as a representative of the California Horse Racing Board to raise awareness and funds for the "Making Strides Against Breast Cancer" program. Along with more than 9,000 other participants, Fink helped raise \$800,000 for the cause.

Back into serious training, Fink and a longtime friend then climbed the 12,633-foot Mount Humphries in Arizona. After passing that test, he felt he was physically ready to tackle Mount Rainier, but then something happened to test his mental endurance and that of his loved ones.

One month before Fink's scheduled climb, two teams of climbers on Mount Rainier were struck by an avalanche, which killed one climber and injured several others. A sense of uneasiness set in, but Fink was still determined to make the climb.

On July 14, he participated in a one-day basic climbing school conducted by the Rainier Mountaineering Inc. guides. This mandatory class instructs potential climbers on the fundamentals and techniques necessary for a summit climb. The next day was designated as a day of rest, though it was more like a day of restlessness and anticipation.

On July 16, Fink and 20 others in his group hoisted 50-pound packs onto their backs and made a nine-hour trek from the Guide house to the high camp at 10,000-foot Camp Muir. They slept there for five hours.

At midnight, they awoke and began the second leg of their



ON TOP OF THE WORLD! -- Frank Fink had his photo taken to mark his ascent to the summit of Mount Rainier.

journey. In darkness and in the face of 40 mph wind conditions, they braved the elements and climbed the steep mountain. In the course of the climb, there was one two-foot wide crevasse to jump and three wider crevasses to cross by ladder.

With no room for error on the mountain trail, they were roped in groups of five or six as they continued their climb in deep concentration and with very little conversation.

On July 17 at 8 a.m., the group reached the summit. Fink and the others celebrated a little, indulged in a few snacks, and then it was back to business. They still had to climb back down! They headed down the mountain and made it to the Guide House by 6 p.m.

Fink isn't sure when he's going to climb another mountain, but he will continue running in marathons and he's back to running 30 miles a week. He's also up to any charity walks if anyone calls.





JANE GOLDSTEIN

Her Retirement Means Horse Racing Loses a Valuable Goodwill Ambassador

News & Review editor Mike Marten interviewed Jane Goldstein upon her retirement following an enviable 37-year career as a respected publicist in North American horse racing.

Jane Goldstein, who in various roles helped Santa Anita Park emerge as the premier racetrack in North America, has retired after 23 years in publicity and related areas at the Arcadia facility.

Goldstein's career in horse racing actually goes back to 1961 when, after graduating with a degree in journalism from Louisiana State University, she worked seasonal publicity jobs at tracks around the country, including the Fair Grounds, Churchill Downs, Keeneland, Monmouth Park, Laurel, Pimlico, and Hialeah.

"My father liked to go to the races, and I was hooked from the first time he took me to the Fair Grounds," Goldstein recalled. "He was a journalist, and journalism was my major, but I was pretty far along in college before it occurred to me that I might be able to combine my love of horses with my love of journalism.

"My first thought was to try to get a job with the Daily Racing Form, but when I applied I was told, 'We never have women writing for the Racing Form.' I didn't let that stop me, obviously, and when I finally did get a job in the publicity department at the Fair Grounds, I was one of the first women to work in that capacity in horse racing.

"Fortunately, the horsemen made it easier for me. They were kind of from the old school, very polite, very deferential to me. I never had a bit of trouble getting them to talk to me. They always took me seriously and were extremely polite."

Through perseverance, a willingness to travel and accept any publicity job anywhere in the country, even on a onetime seasonal basis, Goldstein slowly broke through the sex barrier and fashioned a career for herself in the male-dominated horse racing industry.

"I loved it," said Goldstein. "Everywhere I went, I met people I idolized. These were my heroes from childhood. Imagine how awestruck I was when I finally worked my way across the country to Santa Anita in 1975 and I met people like Bill Shoemaker! I met

so many great riders and trainers, so many wonderful horse owners.

"What a dream it's been. At Santa Anita I've had the opportunity to work with greats like Jimmy Kilroe and Bob Strub. I was fortunate to work for Alan Balch, who backed me, believed in me, and was a huge element in my success.

"I participated in two Breeders' Cups hosted by Oak Tree at Santa Anita, and it was quite an experience to be part of the 1984 Olympics when the equestrian events were held at Santa Anita.

"I was here for the best years of racing," she continued. "I was here for John Henry and Affirmed. I saw Lady's Secret, Sangue, Glorious Song, and Estrapade. And there were Spectacular Bid, Exceller, Ancient Title, Vigors, and Crystal Water. The list goes on and on. I was lucky to be in the right place at the right time. I saw racing at its best.

"Racing has given me many opportunities to see many parts of the world and to meet so many interesting people from all walks of life. I seriously doubt whether I would have had similar opportunities if I had chosen some other profession.

"I feel that the way I came up through the racing game was very valuable. I started at the bottom and I worked my way up, which was a beneficial experience."

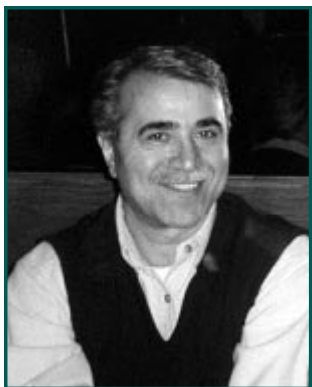
Goldstein, whose titles at Santa Anita have included director of publicity and director of communications, explained that the company's generous benefits and retirement package has allowed her to retire early while she is still in good health.

"I plan to be at the races quite a bit, only now I'll be handicapping and betting, just sitting back and relaxing," she said in conclusion. "I look back without any regrets – with only good memories. I hope I've been able to contribute something worthwhile to the sport and to my profession."



Comings and Goings at the CHRB....

Recognizing the growing importance of computers and new technology in serving the public, the CHRB has elevated **Mory Atashkar**, the CHRB chief information officer, to the official designation of supervisor and has hired a new programmer for the Management Information Systems Unit (MIS). **Lou Pham** joined the Board's headquarters staff in Sacramento in September.



MORY ATASHKAR

Atashkar oversees the CHRB's growing computer network and information service capabilities.

MIS maintains the Board's internal computer network and workstations and is developing the CHRB's statewide communications network. It operates the Board's Web site and designed the merchant transaction system that now allows licensees to pay for their occupational licenses with a credit card.

Pham graduated from California State University-Sacramento with a bachelor's degree in computer science and currently is pursuing a master's degree in the same field.

Pham is very knowledgeable about PC hardware and about most of the commonly used office automation soft-

ware. He is assisting other staff members with computer-related problems and questions. He soon will assume responsibility for maintaining the CHRB Web site and for developing and standardizing CHRB special forms.

In other staff changes:

Doris Figgins was hired new to State service in August as a racing license technician at headquarters.

Sharyn Jolly returned to CHRB headquarters in October as a senior special investigator after a separation of seven years.

Pamela Reichardt was hired new to State service in October as a racing license technician at Bay Meadows.

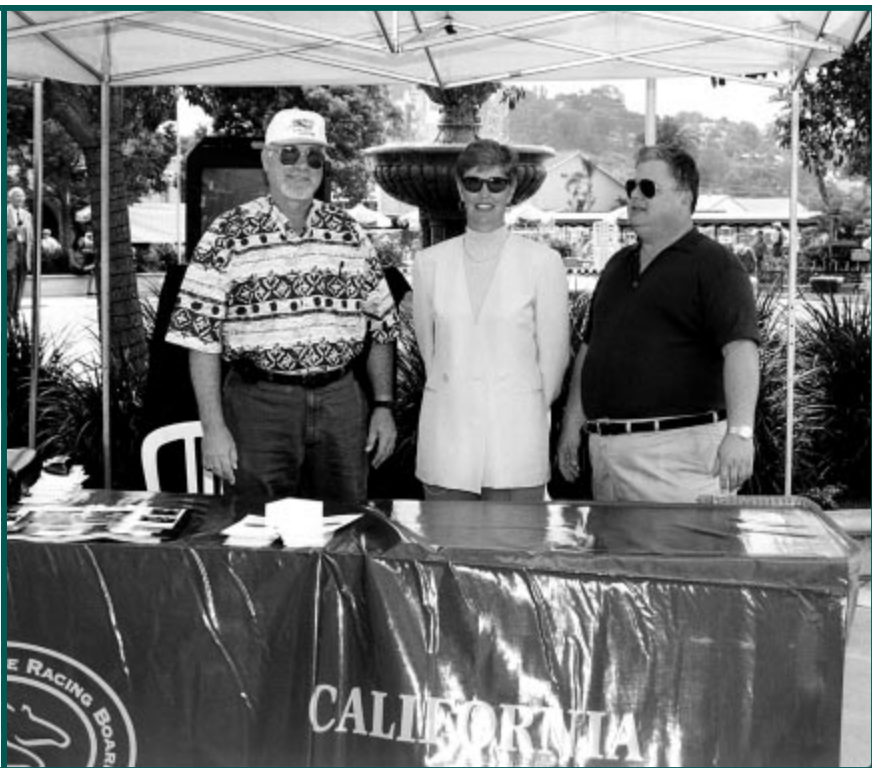
John Schillin, senior special investigator at headquarters, will be leaving on vacation November 13 leading into his retirement.

Allen Cibulski, senior special investigator at Santa Anita, will be starting his retirement on November 30.

Pat McDonald, affectionately known as "Mac," who works in the split-sample program at headquarters, will retire at the end of December.



AMERICA'S DAY — Steward Ingrid Fermin and Investigator Frank Moore (left) joined with Public Information Officer Mike Marten at the CHRB booth on Labor Day at Del Mar. The CHRB participates in the national celebration each year, giving racing fans a chance to meet and chat with Board officials. Informational brochures, newsletters, and other items of interest are passed out to those who drop by the booth.



Virginia, New York, New Jersey, and now California. He also keeps two broodmares and some standardbred offspring in Prince Edward Island, Canada.

"I'm sure I have the only California-bred, Prince Edward Island-foaled horse running in California," boasted Coffey with a wry smile. "I bought the mare in California when she was already in foal, shipped her up there, and the result was Sirocco Fox, a 4-year-old gelding who will be racing at the Los Alamitos harness meet.

"I wound up with mares in Prince Edward Island after I went there one year for the annual festival and enjoyed myself so much that I decided to buy one or two horses at their sale and just keep them there. However, I quickly concluded that the only horses up for sale were second-string, so the only way to come up with good horses was to breed them."

Coffey was living and working in Washington, D.C., back then, initially as Senior Associate-Natural Resources and Energy with the U.S. Chamber of Commerce after earning a master's degree in environmental engineering from the University of Notre Dame in 1967. From there he stepped up to the position of Washington Manager for the Western Oil and Gas Association, then four years later he joined Chevron. His work brought him to California in 1988.

SERVED AS CAL-EXPO CHAIRMAN

Coffey served two terms on the Board of the California Exposition and State Fair from 1991 to 1998, including two terms as chairman in 1994 and 1995.

"I took a great interest in the track at Cal-Expo while I served on that Board," explained Coffey, "and since I've been a racing commissioner I've continued to take an active interest not only in that facility but in harness racing in general. I've participated in on-going discussions to have the CHRB assume the administration of pre-race blood-gas testing at Cal-Expo.

"Blood-gas testing is done to detect the presence of excessive bicarbonate in horses. The purpose of the testing is to discourage the practice of administering large amounts of bicarbonate to the horse prior to racing. This procedure is often referred to as 'milk-shaking' because it involves mixing baking soda and powdered sugar with water, and it somewhat resembles a milk shake in appearance.

"This is knowledge I did not have while just being an owner. Gradually, I'm learning things and applying them as a

commissioner to improve the integrity of racing, which for me is a high priority."

SEEKING SOLUTIONS

Coffey is a member of the CHRB Special Committee on Horse Racing, which is developing recommendations on ways to increase field size, improve the safety of horses, and maximize racing opportunities in the state. He and commissioners Christo Bardis (the Committee chairman) and Joseph Fenley recently presented the industry with a list of 19 items for discussion.

"One motivation is to increase the number of starters in thoroughbred races in California, so that the Board will not be forced to reduce racing dates and racing opportunities," explained Coffey. "Personally, I'm more on the incentives side than the regulatory side. I'm for coming up with ways to encourage more entrants – but not encouraging anyone to race an unsound horse. There has to be a balance.

"Along the same incentives philosophy, I'm interested in the idea of offering starter fees in races and of increasing purses for races with larger fields. These are the types of things that will encourage people to run their horses in California.

"I'm also in favor of improving the dialog between horsemen and the racing office, so that racing secretaries can write condition books based on the current horse inventory – based on horses that are ready to run – and those races will be more likely to fill.

"In the long-term, we do have to look at the breeding program in California because without a larger supply of horses we are doomed to have less racing in the state," continued Coffey. "I don't want to pre-judge what might come out of these discussions, but there has to be a hard look at our breeding program and its incentives.

"Finding solutions to the shrinking horse population is critical because, at the current pace, we aren't going to be able to support as many racetracks in the state. As a racing commissioner, I plan to do whatever I can to help keep all of our racetracks operating. The public deserves nothing less."

"In the long-term, we do have to look at the breeding program in California because without a larger supply of horses we are doomed to have less racing in the state."

Commissioner Jack Coffey



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